

COLLISION AT SEA

Barkentine Jane L. Stanford Suffers Severely.

UNKNOWN STEAMER THE CAUSE

Federal Collier Saturn Now in Portland—Movements of Local Steamers—Volga's Papers Straightened Out at Last.

Close upon midnight on Tuesday last, while the barkentine Jane L. Stanford, of San Francisco, thirty days out from Guaymas, Mexico, in ballast and stores, for this port, was beating off the Columbia bar, an unknown steam schooner from the north attempted to cross her bows at close quarters, with the result that the Stanford smashed aboard her just aft the waist, but with what ratio of damage is not yet known as the steamer swung off into the night and after hovering in the vicinity for a short hour, disappeared to the southward, evidently having picked up her course, and this without a hail or sign to the barkentine, to betray her identity. The second officer of the Stanford was in charge of the deck when the accident seemed imminent, and calling the captain and all hands, he gave the encroaching steamer a sharp hail but received no reply whatever; and it was then too late to avoid the contact, and a smashing blow was delivered to the certain discomfiture of both vessels. The bow-sprit of the Stanford was carried away breaking short about a foot outboard from the stem, and swung astern and to port and hung there. The blow and the tearing out of the head-gear, carried away the top-hammer, and caused the collapse of the fore-top-sail and the fore, the top-sail yards slipping down on to the caps with such force that the lower top-sail yard was broken in two, and the upper bent and warped out of all semblance, as it lay along the cap. The main-sail lifts were cut by the down-rush of wood and metal from aloft, and that important sail was rendered useless, and it was with exceeding difficulty the Stanford was kept off shore and on anything like her course, with practically all her head-sails gone, and as it was, she had drifted well inshore, when the bar tug Wallula, Captain John Reed, reached her and gave her a line for a tow into port.

The Jane L. Stanford is a fine vessel of her class, a heavy carrier, and handsomely equipped, and is commanded by Captain Thomas Mollestad, who is also one of her principal owners, and who is invariably accompanied by Mrs. Mollestad, and their baby-girl, as was the case on this voyage. The crash and uproar of the collision was very startling to Mrs. Mollestad, as well it might be, but she is quite happy in the fortunate outcome and her safe arrival in a port that has something of modern comfort and luxury to offer, as compared with the "Greaser" port she left last month, where everything is of the simplest and rudest.

The Stanford carries a crew of nine men and three officers and was built in 1892, at Fairhaven; she is of 970 tons gross and 861 tons net; is 215.5 feet long; 41 feet beam; and draws 17 feet on the load line; and is a four-masted barkentine as to rig. This is her first visit to this port under her present commander, and she will load lumber at the Clatsop mills for Sidney, Australia, as

soon as she can be repaired.

The night of the accident was perfectly clear, according to the story told by Captain Mollestad, and he cannot account for the bad seamanship that could bring an active steamer under his haws-pipes in the fashion this stranger got there on Tuesday night. His own lights were burning brightly, and so were the steamer's, but there was no answer made to the hail for the Stanford's deck-officer, and the conclusion is, that the steamer either had no look-outs on duty, or they were sound asleep. He can devise no plausible theory for such conditions on a clear and still night on an open sea, with nothing by way of weather, fog, mist nor rain, to hamper or beset the master of any kind of a vessel. He was not, under the rule of the road at sea, compelled to do anything to avoid the steamer, as she was under her own headway and power, and was supposed to know her course and keep it; and no earthly excuse can be forthcoming for attempting to cross a vessel's bows, steam or sail, at such perilous close quarters as was the case in point.

The Stanford is now lying at quarantine grounds in the lower harbor, and will probably be brought to her berth at the Clatsop mill dock, sometime today, or tomorrow; where repairs will be instituted without any delay. There is no determining, as yet, just what steamer it was that was in collision, but this will be known eventually, as she must file a wreck-report at the first custom house she reports to. From the inshore course she was pursuing, it is thought she was out of Gray's Harbor, or Shoal-water Bay, but she may be from the Sound, or from some British Columbia port; at all events she had no deck-load of lumber, and from the screams of women on board, may have carried passengers, or, was perhaps, a collier out of Esquimaux, or a passenger steamer en route to San Francisco, from Seattle. Whoever, and whatever she is, she was in a position that will make her master do some tall explaining when he comes to account to his owners for such an unprofessional piece of work as being smashed up by a sailing vessel on a clear, star-light night in a reasonably smooth and open sea.

The steamer Lurline docked here in good season last evening, and went back to the metropolis at 7 p. m. with the following people on her register: W. H. Shaw, T. B. Alexander, S. E. Pinney, J. S. Ferguson, W. D. Ingram, and Mrs. C. V. Ennis.

The handsome schooner Admiral arrived down on the hawsers of the Harvest Queen, at 4 o'clock yesterday afternoon. She is lumber laden for San Pedro, and will get quick despatch this fine weather.

The steamer Telegraph was well within her schedule yesterday on the down run from Portland, and left back on time, with a few passengers out of Astoria.

The United States coal transport Saturn, has gone on to Portland, with her fuel supplies for the Chicago, the flagship of the North Pacific squadron.

The matter of the Volga's papers has been straightened out, and she will go out on the Chinook run today.

Death Was Accidental.—A dispatch night from Sumpter says: The coroner's jury that investigated the death of Matt Lindley, who was killed at the E. & E. mine, found that his demise was the result of accidental explosion of powder at the mouth of the drift in which he and Andrew Palo were working. The body was shipped today to his widow at Deep River, near Astoria.



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MASONS IN SESSION COMING TO COAST

Grand Lodge of Oregon Meets in Portland.

Amateur Athletic Union President Will Visit West.

WILL CONTINUE THREE DAYS

WILL INCREASE MEMBERSHIP

W. T. Williamson Will Likely Be Elected Grand Master This Year—Eastern Star is Also in Conference.

President McCabe to be in Portland Soon and Address Members of Pacific Northwest Athletic Association.

PORTLAND, June 13.—The Masonic Grand Lodge of Oregon opened its annual session in the Masonic Temple, at Third and Alder streets, this morning. The meeting will last three days. When the grand lodge opened its sessions this morning at 10 o'clock, there were more than 300 members present from lodges throughout the state. With the local members of the lodge the attendance was brought up to about 350 members.

This afternoon new officers will be elected. It is probable that Deputy Grand Master W. T. Williamson will be chosen grand master.

Grand Master W. H. Flanagan is presiding over the sessions of the lodge, and his annual address was one of the features of this morning's session. He reviewed in detail the growth and work of the lodges during the past period, gave an account of what had been accomplished. He also devoted considerable space to recommendations which were referred to special committees with power to act.

After the grand master's address the committee on credentials reported.

The work of the lodge is entirely of a secret nature.

Commencing tomorrow, the grand chapter of the Eastern Star will be in session for three days in Knights of Pythias Hall, Eleventh and Alder streets. New officers of this organization will also be elected.

The grand chapter of Royal Arch Masons met Monday and elected these officers: Lot L. Pearce, grand high priest; F. W. Davis, deputy grand high priest; A. H. Steiner, grand king; Ed E. Kiddle, grand scribe; F. J. Miller, grand captain of the host; D. P. Mason, grand treasurer; J. F. Robinson, grand secretary; A. J. Marshall, grand principal sojourner; C. J. Buchanan, grand royal arch captain; Oscar Hayter, grand master of the third veil; J. M. Howe, grand master of the second veil; L. C. Marshall, grand master of the first veil; D. G. Tomasini, grand sentinel.

YOUTHFUL CZAR RULER OF PRISON.

Warden Frank Curtis Occupies Second Place at Salem Penitentiary.

SALEM, June 13.—While many people are of the opinion that Frank Curtis is the warden of the State Penitentiary, they are very much mistaken. The real ruler of the place, the czar of all his eyes survey, is George Earle Curtis, the youngest child of Warden and Mrs. Curtis. The boy is a prize-winner in several boy shows, is strong and dusty as a prison-keeper should be, and has twelve short months credited to his life account. He has never been sick an hour in his short career. The boy is a "prison product," having been born within the great inclosure at the penitentiary. Young Curtis was named in honor of Governor Chamberlain.

NEW YORK, June 13.—The private house at 8 East Sixty-fifth street, belonging to Mrs. Annie B. Bliss, was bought yesterday for a residence by James J. Hill, president of the Great Northern Railway Company. It is a modern five-story American basement dwelling on a forty-three-foot lot, and has been held at \$500,000. Mr. Hill has been living, when in New York, at the Savoy Hotel.

NEW YORK, June 13.—President Joseph B. McCabe of the Amateur Athletic Union, will start on his western trip in the interest of the Amateur Athletic Union on June 16 going direct from Boston to St. Louis, by way of Detroit. President John O'Connor of the Western Association of the Amateur Athletic Union will meet President McCabe at St. Louis, where the latter will address a meeting of officers and those interested in the Amateur Athletic Union at the Missouri Athletic Club. President McCabe's next stop will be Kansas City. From there he will go to Denver to form the Rocky Mountain Association of the Amateur Athletic Union. He will visit the Pacific Coast Association which has its headquarters at San Francisco, where athletics have not been lost sight of despite the recent earthquake and fire.

Leaving San Francisco President McCabe will visit Portland, Ore., where he will visit a meeting with President Herdman of the Pacific Northwest Association which will be held at the Multnomah Athletic Club House. It is expected that the trip will materially increase the membership and it is said efforts will be made during the trip to add club members to the Amateur Athletic Union.

ADDICKS DEFEATED.

DOVER, Del., June 13.—Henry A. Dupont, republican, was today elected United States Senator by the legislature in joint session. The vote was: Dupont 28, Blank 18, Addicks 12. Necessary to choice, 24.

JULY 4th

Will soon be here, and, it will be a TWO DAYS' CELEBRATION. Have you completed your summer shopping? Remember, white will be worn, and there will be a rush at the last. Don't put off buying until the last minute, you will not receive the attention you want.

White Hats

that are stylish, and dainty. Pretty and clean for the ladies and misses and babies.

50 CENTS TO \$3.00.

White Dresses

of Pique and India linen trimmed with lace and embroidery, 75 cents to \$2.50.

White Shoes

Children's sizes \$1.15
Misses' sizes 1.25
Ladies' sizes 1.50



PIONEER DIES.

DALLAS, Ore., Mrs. Anna McTimmons is dead at her home in McTimmons Valley, this country. "Grandma" McTimmons was 80 years old. She was a pioneer of Oregon and was born in Ireland. She was the widow of Lambert McTimmons, prominent in the pioneer days of Polk county, for whom the beautiful valley bearing his name was called. She was a home-builder in her active life, and died on the donation land claim of her early life.

DOG WILLED MONEY.

LOS ANGELES, Cal., June 13.—It is reported that the will of George C. Watts, a wealthy Chicago bachelor, who died recently at San Diego, provides that the income on an investment of \$20,000 shall be expended in providing for the wants of his dog "Bill". It is also reported that his riding horse, "King" is provided for in the will and that a nurse shall be employed to care for both animals. The original document was filed in Chicago.

VAST CROWD AT FUNERAL.

UNION, Ore., June 13.—The funeral of Miss Grace Wilkinson, who died Sunday of appendicitis, was largely attended. Miss Wilkinson was the successful candidate for The Oregonian's Yellowstone Park trip from this district, and was very popular. The funeral procession was one of the longest ever seen in the county, and the floral offerings were profuse and most beautiful.

GOMEZ WILL RETIRE.

NEW YORK, June 13.—A cable dispatch to the Herald from Caracas says: General Gomez will retire on Independence day, the fifth of July, and General Castro will resume the presidency at once.

To add to the importance of this announcement, General Gomez declares that his esteem and affection for General Castro are unchanged and that all misunderstandings are cleared.

SLASH ALL POLICIES.

SAN FRANCISCO, June 13.—The Call says today: Sixty insurance companies agreed through their agents at a meeting in Oakland yesterday to slash all policies 25 per cent. Thirty companies refused to enter the agreement. Twenty companies are yet undecided. Ten were not present. The names of those signing the agreement are being kept secret.

WOULD SHORTEN LINE.

TACOMA, June 13.—The Northern Pacific has a corps of engineers at work surveying for a possible line between the Nisqually flats and Tenino, with a view of shortening the distance of the proposed low-grade road between Portland and Tacoma. This would cut out Olympia, the line running straight from the Nisqually flats to Tenino, saving about fifteen miles. The engineers are to report on the feasibility of the proposed route.

TO GET DOLLAR WHEAT.

CHICAGO, June 13.—Dollar wheat and a higher price for all other products of the farm are the purposes of a convention of the American Society of Equity, which opened here yesterday. About fifty farmers from the states of the middle west are in attendance.

Cotton Waste For Cleaning.

Why do not housekeepers adopt cotton waste as a cleaning agent? Watch the engineer pick up a bunch of waste, wipe off oil or dust and throw the cotton into a heap, to be burned at his convenience. How much better than to use a cloth which some one had to hem and some one else would have to wash and iron. Why is not cotton waste the best possible stuff to use instead of so many floor cloths, wall cloths, dust cloths, stove cleaners and mops? It is cheap, and it can be had anywhere. Cotton waste, by the way, is one of the best agencies for polishing waxed floors or furniture.—New York Post.

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